

INTIMATIONS
EYE-SIGHT.

NOTICE.

M. N. LAZARUS

MAY BE CONSULTED FOR

SPECTACLES

ONLY FOR A FEW DAYS MORE

AT

FLETCHER & CO.'S PHARMACY

(Opposite the HONGKONG HOTEL).

Hongkong, 11th March, 1898.

[738]

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

Per Case
1 doz.

A—THORNE'S BLEND, White Capsules	\$10.50
B—WATSON'S GLENORCHY MELLOW BLEND, Blue Capsules, with Name and Trade Mark	10.80
C—WATSON'S ABELOUR-GLEN- LIVET, Red Capsules, with Name and Trade Mark	12.00
D—WATSON'S H. K. D., BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsules	14.40
E—WATSON'S VERY OLD LI- QUEUR SCOTCH WHISKY, Gold Capsule.....	15.00

THORNE'S BLEND and WATSON'S GLENORCHY are high class Soda Whiskies, of greater age than most brands in the market.

ABELOUR GLENLIVET is a very old Pst Whisky (smoky), and could not now be replaced in stock at the price.

D is well known for its fine flavour.

E is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong market.

A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

Established 1841.

[28]

DEATHS.
At Foochow, on the 16th March, JAMES FEATHERSTONHAUGH WILKINSON, aged 39 years. [883]
On the 20th March, H. C. SPARROW, on board the steamer mail steamer "Ophelia" (By cable) 1884.
On the 22nd March, Mrs. DADY BURTON, the eldest daughter of Senator PETERSON DADY BURTON, aged 26 years. Deeply regretted. (By telegram.) [885]

On the 24th March, at Bonny, PANAGHOS, the remainder surviving daughter of SIR HANNAH PESTON DADY BURTON, aged 11 years. Do regret. (By telegram.) [886]

The Daily Press.

HONGKONG, March 27th, 1898

A COMMUNICATED article in the N. O. Daily News protests against the "loud 'proklamings predicting the partition of China," which have been intensified by Italy's demand for Shantun Bay. According to this writer, "while it is true that Manchuria seems destined to fall under Russian influence and perhaps to eventually become part of the Russian Empire, so far there is little else to justify us in saying that the dissolution of the Chinese Empire has commenced. Does the map like Kinchau, Weihaiwei, and Sanmen somewhat resemble the marks of vaccination? They may result in diffusing a beneficial influence throughout the body; but they are protective, they do not break it up. One may fairly argue that the more places are 'leashed' to different foreign Powers the safer China will be. Mutual jealousies have done much in the past to prevent progress, and these jealousies will be accentuated if the present development continues." There would be something to that contention if the acquisitions of foreign Powers were really represented on the map like Kinchau, Weihaiwei, and Sanmen. The effect upon China of such acts might indeed be greater than that of Hongkong has been. But what the various Powers want, and what Germany has obtained, is a large and well defined sphere of influence behind their several "dots." It is inevitable that in these spheres foreign influence must control and in the long run possiblyousthe native administration. "Dissolution" as applied to any empire, and to China in particular, is perhaps used in a rather loose sense, but it sufficiently expresses the idea that the Chinese Government, if not actually doomed to extinction in name, is a matter of fact being reduced to a state of impotence and defencelessness. China has not so many provinces that she can afford to part with one to this Power and another to that, and still not feel her vitality impaired.

"What is really happening in China," the writer in our Northern contemporary goes on to say, "is the commencement of a

great change which will make the country a serious factor in Eastern politics. Railways and mining concessions, no doubt, greatly the result of the late leases, will immensely increase commerce and the welfare of the people; but China will not change much in internal politics. There has been abundant pressure on Turkey and Persia: with what result?" With the result, as regards Turkey, that the Turkish possessions are now much smaller on the map than they used to be. And there is this distinction between Turkey and China, that the Turks are a fighting race capable of opposing some resistance to aggression, whereas the Chinese are not. The performances of Germany at Kiaochow could not be repeated so easily in Turkey. As regards Persia, she will sooner or later have to go into the melting pot. Neither of the illustrations employed by the writer seems very apt.

The impression, he says, does Western civilisation make in the Asiatic, and he replies:—"The Chinese in California are still Chinese, and they are in the Straits: What influence have well-ordered and orderly settlements had upon the neighbouring cities? Has Shanghai city improved since we showed how municipal affairs are managed in the West? The most ridiculous example of the emptiness of this talk about the breaking-up of China is to be found in the Settlement Extension 'cloudlock.' But that is no example at all. Settlement extension has not as yet been granted; it is only because 'no one has definitely said it must be granted. If the Municipal Council ordered the Volunteer Corps to-morrow to occupy the area desired for the extension there would be no resistance and the Chinese would thereafter accept his accomplished fact. The writer, still referring to Settlement extension, says:

"The point is, that if such obstruction is not happens in the case of a demand which is evidently reasonable, and where Chinese will actually benefit from concession, what would be the course of events if simple conquest were in view?"

Why, the course of events would be similar to what it was at Kinchau. If Germany had asked for Kinchau she might have taken still, but instead of asking she took the place, and there was nothing more to be said about it. The writer goes on to say:

"It would not pay any Power to conquer China. The job would be too big and take too long, even supposing no other Powers interfered." But the country in its present state hardly requires conquering; it is open to any Power to take a piece here, there, as Germany took Kinchau, and although the piece so taken may remain nominally Chinese the Peking Government will in course of time have as little to say in its administration as Turkey has in the administration of Egypt. The mistake Italy made in regard to Samnon Bay was in asking for it before her fleet had arrived; if he really wanted the territory she should have kept her own counsel until her vessels were on the spot, then have taken possession, and thereafter notified the fact at once.

It is possible, however, that the country will not remain in its present state, there may be a radical reform of the administration, and that China may once more become able to hold her own. Having in the earlier part of his article contended that Western civilisation has no influence on the Chinese, in the latter part the writer in our Northern contemporary gets on the right track and concludes as follows:

"Open the country up by moral persuasion, assisted now and again by some sharp physical compulsion, and the resulting trade would show profits all the better for not being imposed by the expenses of a costly administration. China will hold together for a long time yet. There are no caste or religious distinctions, as in India, to keep the people apart. It is possible that if any more 'leases' are granted the people may begin to suspect there is something rotten in the Central Government which had better be changed, and if once the ball of progress be set rolling it will move pretty quickly. The Chinese is not only a keen money-maker but he is an inveterate gambler. Any mine that pays, every railway that shows good profits, will start plenty of others. The ball is now oscillating. Once or twice vigorous pushes and it will commence a career which will probably prove exciting." These remarks will, we think, secure general endorsement. The question is, will the people change the "something rotten" in the Central Government? If not, other Powers will change it for them.

The programme of the Hongkong Rides Association's Easter meeting will be found in today's supplement; also how by the Australian Hotel.

Amusements are pouring in on the Colony. In addition to those previously announced we now have Simon's Waxwork Exhibition, on the Praya Rehabilitation opposite the front door.

The Vivianas Dagmar Company gave the last of their series of performances at the Theatre Royal on Friday evening, when, by a special request, the popular little sketch "The Elder of the Kirk" was repeated. The company will next visit Canada having been invited to give performances in the large club hall.

An extraordinary general meeting held on Friday evening in connection with the Institute of Engineers and Shipbuilders of Hongkong, the members confirmed by a unanimous vote the resolution passed at a previous meeting on authorising the managing committee to nominate new officers in the Philippines, namely a carnival of the United States must prepare its annual meeting at Manila in May. Already such associations are forming in Manila, if we may trust the "embalmed bat" and the rotter communards are only the first instalment. What shall follow will be more flagrant. There is depth lower to which we may fall. Infinitely worse than politics in the army is the French system of the army in politics. That is the next stage of imperial decadence."

At about six o'clock on Saturday morning along the Praya when he saw a Chinaman running, followed by a Portuguese. The latter shouted out "stop him," and the constable ran to blow his whistle and, assistance coming, arrested the Chinaman. A crowd of Chinamen gathered round the constable, who was got down on the ground and badly maimed. His revolver was seized, and while he was struggling to retain it three of the chamber went off, but fortunately no one was shot. The constable managed to blow his whistle and, assistance coming, the Chinaman was running away in consequence. The five men were brought before Mr. T. Sercombe Smith and charged with assaulting the constable. Two of them were sentenced to six months' imprisonment, and the rest to one month each.

To-night Messrs. Dallas and Mungrave's Drama Company open in the above-mentioned play. The booking, not only for to-night, but for the next few nights, in large and looks like establishing a certain degree of expense we are sure to give a perfect representation of the piece. Messrs. Dallas and Mungrave have (by kind permission of Lieutenant Colonel Mainwaring and the officers) secured the band of the Royal Welsh Fusiliers to play the incidental music, which, as arranged by Mr. W. Flomming Vallance, forms a very special feature of the performance.

Amended price regulations are published in the Gazette.

A proclamation is published in the Gazette extending the prohibition of the export of arms for a further period of four months from the 26th March.

H.E. the Governor has given his assent, in the name of the Queen, to the Ordinance to amend the law relating to Solicitors of the Supreme Court.

It is notified in the Gazette that H.E. Sir Henry Arthur Blake, G.M.C.B., has been pleased to accept the position of Honorary Colonel of the Hongkong Volunteer Corps.

It is notified in the Gazette that the 26th March is to be observed as a public holiday. Easter Monday, being a bank holiday, is to be observed as a holiday throughout the Government departments.

Warren's Circus season is drawing to a close and those who have not yet visited the interesting entertainment should lose no time in doing so. Several new features have been introduced in the programme.

Owing to some mishap in her machinery the M. steamer Ernest Simon was delayed at Cape St. James and left only on Friday, 24th instant, at 4 p.m. She may be expected in Hongkong to-morrow morning.

The appointment of Mr. A. W. Brown to be Acting Registrar-General is gazetted to his date as Inspector of Schools is gazetted. The notification might be used by Mr. Brown in his school examinations as a passing exercise.

A lot of Crown land on Macdonald Road, Kowloon, at the back of the Godowns, was sold on Friday by public auction. The lot, which contains 16,367 square feet, was realised \$14,010, the purchase being Mr. Edward Osborne, for the Waite and Godown Co.

The property of the Foshow Tea Improvement Co., Limited (liquidation), is advertised for sale by auction. This is a malancholy ending to what seemed a promising venture, but it is to be hoped nevertheless that further efforts in the same direction may be made.

We Rangon Gazette learn from Phnom Penh that Captain David and Mrs. E. Taylor, who are travelling in Yunnan in connection with the British Survey survey, were stoned by a mob in Monsia. The Prefect came to their rescue, took them into his own yamen, and punished the rioters.

The King of Thailand has been received by

the Sirdar, Lord Kitchener, accepts the entire responsibility for the dispersal of the Mahdi's remains and Lord Crewe entirely supports his (Lord Kitchener's) action.

LONDON, 23rd March.

THE MAHDI'S REMAINS.

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LONDON, 23rd March.

FAMINE IN RUSSIAN PROVINCES.

Terrible accounts of famine accompanied by typhus have been received from Samara and other Volga provinces.

GREAT BRITAIN AND THE UNITED STATES.

Mr. Brodrick stated in the House of Commons that the United States has proposed a modus vivendi for the Alaska Boundary question.

THE BRITISH NORTH BORNEO CO.

The British North Borneo Co. is issuing £300,000 in new shares.

GREAT BRITAIN AND RUSSIA IN CHINA.

The negotiations between Great Britain and Russia regarding differences in China are assuming a practical shape and an early conclusion is hoped for.

RESULT OF THE GRAND NATIONAL.

Manifesto 1

Foresters 2

Elliman 3

LATEST BETTING ON THE BOAT RACE.

The latest betting on the University Boat race is eleven to four on Cambridge.

FROM TONIGHT PAPERS.

THE FRENCH NAVY.

PARIS, 18th March.

In the discussion on the Navy estimates in the Chamber of Deputies, Lachaud said that the condition of the fleet was excellent, that most of the squadrons on foreign service had been repaired, and that the fortification of the coaling stations had been commenced. He praised the submarine boats and said the *Géographe* had now been provided with visual apparatus enabling her to strike at her adversaries.

REVIEW.

PARIS, 19th March.

An explosion has taken place in the workshop of the Bourges Artillery company. Three persons were killed and five injured.

FRENCH ACTIVITY IN YUNNAN.

From the *Courrier d'Haiphong* we learn that a portion of the commission appointed to examine on the spot the project for a railway from Lashay to Yunnan arrived at Haiphong on the 25th March. The chief engineer of the British Mail steamer "Ophelia" (By cable) 1884.

On the 25th March, at Bonny, PANAGHOS,

the eldest daughter of Senator PETERSON DADY BURTON, aged 26 years. Deeply regretted. (By telegram.) [885]

On the 24th March, at Bonny, PANAGHOS,

the remainder surviving daughter of SIR HANNAH PESTON DADY BURTON, aged 11 years. Do regret. (By telegram.) [886]

The Daily Press.

HONGKONG, March 27th, 1898

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"What is really happening in China," the writer in our Northern contemporary goes on to say, "is the commencement of a

THE WAY IN THE PHILIPPINES.

THE AMERICAN ADVANCE.

SEVERE FIGHTING.

SEVERAL TOWNS CAPTURED.

AN AMERICAN GENERAL KILLED.

PROVISIONAL TELEGRAM TO THE "DAILY PRESS."

MARINA, 25th March.

On Saturday at daylight General McArthur, division advanced east from Calocano and La Legua and swung round to the north, taking several towns and inflicting heavy loss on the enemy.

Twelve thousand troops with twelve guns were engaged.

The enemy is now retreating towards Pola and the sea.

Malabon was burned.

General Egbert was killed while leading a charge.

VESSELS ON TRI BERTH.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.
FOR VICTORIA, B.C., AND TACOMA
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Steamer	Tons.	Captain	Proposed Sailing	Steamer	Tons.	Captain	Proposed Sailing
OLYMPIA	2,837	J. Trustbridge	April 1	COLUMBIA	3,677	T. H. Dobson	April 15
VICTORIA	3,392	J. Pantor	April 25	MONTHERM	2,374	W. A. Evans	May 6
TACOMA	2,511	A. Dixon	May 13	LENOX	3,677	J. C. Williamson	June 3
GLENNOE	3,750	J. McGillivray	May 30	COLUMBIA	2,976	H. Dobson	July 8

The attention of passengers is directed to the very cheap rates offered by this Line to the Pacific Coast and to the interior and eastern cities of the United States and to Europe.

HONGKONG TO LONDON, 247.

Excellent accommodation. First class Table. Doctor and stewardess carried. Passengers to Europe may proceed by one of the First-class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 241.
The mail travelling is soon on board the American Continent. Magnificent scenes of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route to VICTORIA, TACOMA, or PORTLAND, 228.

The best route to the KLONDYKE GOLD FIELDS. Frequent sailings from VICTORIA, TACOMA and PORTLAND to DUELA and ST. MICHAEL.

Rates of Passage to other points of application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., with Goods forwarded via that port, and to the Freight Agent, Oregon Electric and Navigation Co., Portland, Oregon, for Goods Shipped by that route.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 23rd March, 1893.

NORDDEUTSCHER LLOYD, HAMBURG-AMERIKA LINIE.
(FREIGHT SERVICE.)

(EAST ASIAN SERVICE).

(Taking cargo to and from AMSTERDAM, ROTTERDAM, LIEGE, OUDT, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, JONAS, THE LEVANTE; BLACK SEA AND BALTIQUE PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS. DESTINATION. SAILING DATES.

1. WITTENBERG (HARVE, HAMBURG-BREMEN) { 20th Freight.
Capt. Maden (London with transhipment in Hamburg) } March.2. SUEZ (HARVE, AMSDAM, HAMBURG-BREMEN) { DAYLIGHT, Freight.
Capt. Forck (London with transhipment in Hamburg) } 1st April.3. NURNBERG (HARVE, AMSDAM, HAMBURG-BREMEN) { About 15th Freight.
Capt. v. Hinze (London with transhipment in Hamburg) } April.4. BABELSBERG (HARVE, HAMBURG-BREMEN) { About 23rd Freight. { Passage.
Capt. Pfaff (London with transhipment in Hamburg) } April.5. SERBIA (HARVE, HAMBURG-BREMEN) { About 30th Freight.
Capt. Obermann (London with transhipment in Hamburg) } April.

These steamers have superior accommodation for Passengers and carry a Doctor and a Steward.

Calling at Naples for passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, etc. apply to CARLOWITZ & CO., AGENTS.

Hongkong, 23rd March, 1893.

CANADIAN PACIFIC RAILWAY COY'S.
ROYAL MAIL STEAMSHIP LINE.

THE EAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—8,000 Tons—1,000 Horse-Power—Speed 10 knots

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

EMPEROR OF CHINA...Comdr. E. Archibald, R.N.E. WEDNESDAY, 5th April, 1893

EMPEROR OF INDIA...Comdr. O. F. Maxwell, R.N.E. WEDNESDAY, 26th April, 1893

EMPEROR OF JAPAN...Comdr. G. A. Lee, R.N.E. WEDNESDAY, 17th May, 1893

THE magnificient TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and arriving at Vancouver on the 2nd day after crossing the Continent. FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at MIAMI, BALTIMORE, HALIFAX, NEW YORK and BOSTON with all TRANS-ATLANTIC LINES, which provide a direct route to Great Britain and the continent are given choice of.

TICKETS Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 8, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATILAR STEAMSHIPS (second to none in the world), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the railway passes.

TWIN DINING CAES AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder Street.

Hongkong, 16th March, 1893.

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STEAMERS. DESTINATIONS. SAILING DATES.

SHANGHAI { Ballarat { About 31st Freight or Passage.
C. L. W. Field March.LONDON, &c. CHUSAN { No. 1st See Special Advertisement.
E. Street April.YOKOHAMA VIA S'HALA { BOSSA { 4 P.M. 1st Freight or Passage.
C. H. Watkins, R.N.E. April.KOBE (DIRECT) { MAAZON { About 29th Freight.
R. T. L. Cook, R.N.E. March.YOKOHAMA VIA S'HALA { JAVA { About 6th Freight or Passage.
J. Challen, R.N.E. April.LONDON { FORMOSA { About 6th Freight or Passage.
A. G. Curtis, R.N.E. April.

YOKOHAMA VIA NA. (CANDIA) { About 10th Freight. (Passing through GABAKI & KOBE { W. H. Haughton, R.N.E. April.

For further particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 24th March, 1893.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

EAST-INDIAN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at POOT DARWEE AND QUEENSLAND PORTS, and taking through Cargo to AUCKLAND, NEW ZEALAND, TASMANIA, &c.)

THE COMPANY'S STEAMSHIP "MENMUIR."

Captain Sir John George will be despatched for the above ports on SATURDAY, the 1st April, at 4 P.M.

This well-known Steamer is specially fitted for Fresh Provisions, which ensures the supply of Fresh Provisions, I.e., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Surgeon and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamer of the China Navigation Company and vice versa.

GIBB, LIVINGSTON & CO., Agents.

HONGKONG, 25th March, 1893.

TO SAN FRANCISCO. THE W.A.L. British Back.

QUEEN MARGARET.

Fraser, Tait & Co. are the agents for the above port and will have their despatch.

For Freight apply to SHEWAN, TOME'S & CO., Agents.

HONGKONG, 25th March, 1893.

MARSBELLES, LONDON, ANWERP, & BRUSSELS VIA SINGAPORE, PE.

MANAGAWA MARU, J. MacKenzie.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamship.

For further information as to Freight, Passage, Sailing, &c., apply at the Company's Local Branch Office at No. 1, Praya Central.

A. S. MIHARA Manager.

Hongkong, 25th March, 1893.

VESSELS ADVERTISED AS LOADING.

DESTINATION.	VESSEL'S NAME.	FLAG & RD.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SUZ CANAL	Prometheus	Brit. str.	Doy	BUTTERFIELD & SWINE	On 23rd April.
LONDON & LIVERPOOL V. STRAITS	Chinwo	Brit. str.	Street	P. & O. S. N. CO.	On 1st April, at Noon.
LONDON	Formosa	Brit. str.	Cabitt, R.N.	HOLLIDAY, WISE & CO.	On about 1st April.
BREMEN V. PORTS OF CALL	Georg	Brit. str.	Prash	MADEIRA & CO.	On 29th inst., at 4 P.M.
HARVE, AMSTERDAM, &c.	Saxonia	Brit. str.	Fossak	CAUCHET & CO.	On 1st April, Daylight.
HARVE, HAMBURG/BREMEN	Wittenberg	Brit. str.	Macrae	CAUCHET & CO.	On about 25th April.
HARVE, AMSTERDAM, &c.	Bathurst	Brit. str.	McGowan	CAUCHET & CO.	On about 26th April.
HARVE, HAMBURG/BREMEN	Kanagawa Muru	Brit. str.	Oatman	CAUCHET & CO.	On about 27th April.
MARSEILLE, LONDON, &c.	Empress of China	Brit. str.	Nippon Yusen Kabush	CAUCHET & CO.	On about 28th April.
NEW YORK, SHANGHAI, &c.	Archibald, R.N.E.	Brit. str.	Archibald, R.N.E.	DODWELL & CO., LIMITED	On about 29th April.
PORLAND/STOCKHOLM, &c.	Argus	Brit. str.	Dowdell & Co., Limited	OBAN, 3. CO.	On about 30th April.
VICTORIA, B.C., & TACOMA	Castille	Brit. str.	Foster	P. & O. S. N. CO.	On about 29th April.
VICTORIA, B.C., & TACOMA	Clara	Brit. str.	Holland	SHAW, TYSON & CO.	On about 30th April.
VICTORIA, B.C., & TACOMA	Colombia	Brit. str.	Holland	SHAW, TYSON & CO.	On about 30th April.
VICTORIA, B.C., & TACOMA	Columbus	Brit. str.	Holland	SHAW, TYSON & CO.	On about 30th April.
VICTORIA, B.C., & TACOMA	Corinth	Brit. str.	Holland	SHAW, TYSON & CO.	On about 30th April.
VICTORIA, B.C., & TACOMA	Crete	Brit. str.	Holland	SHAW, TYSON & CO.	On about 30th April.
VICTORIA, B.C., & TACOMA	Galicia	Brit. str.	Holland	SHAW, TYSON & CO.	On about 30th April.
VICTORIA, B.C., & TACOMA	Georg	Brit. str.	Holland	SHAW, TYSON & CO.	On about 30th April.
VICTORIA, B.C., & TACOMA	Glory	Brit. str.	Holland	SHAW, TYSON & CO.	On about 30th April.
VICTORIA, B.C., & TACOMA	India	Brit. str.	Holland	SHAW, TYSON & CO.	On about 30th April.
VICTORIA, B.C., & TACOMA	Indonesia	Brit. str.	Holland	SHAW, TYSON & CO.	On about 30th April.
VICTORIA, B.C., & TACOMA	Java	Brit. str.	Holland	SHAW, TYSON & CO.	On about 30th April.
VICTORIA, B.C., & TACOMA	Malta	Brit. str.	Holland	SHAW, TYSON & CO.	On about 30th April.
VICTORIA, B.C., & TACOMA	Neptune	Brit. str.	Holland	SHAW, TYSON & CO.	On about 30th April.
VICTORIA, B.C., & TACOMA	Phoebe	Brit. str.	Holland	SHAW, TYSON & CO.	On about 30th April.
VICTORIA, B.C., & TACOMA	Portuguese	Brit. str.	Holland	SHAW, TYSON & CO.	On about 30th April.
VICTORIA, B.C., & TACOMA	Provence	Brit. str.	Holland	SHAW, TYSON & CO.	On about 30th April.
VICTORIA, B.C., & TACOMA	Rio de Janeiro	Brit. str.	Holland	SHAW, TYSON & CO.	On about 30th April.
VICTORIA, B.C., & TACOMA	Scandinavia	Brit. str.	Holland	SHAW, TYSON & CO.	On about 30th April.
VICTORIA, B.C., & TACOMA	Shetland	Brit. str.	Holland	SHAW, TYSON & CO.	On about